

US Military Bases in Eastern Canada: Harmon Pepperrell & Argentia



by

Wayne Scott Ray



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US Military Bases in Eastern Canada: Harmon A.F.B. & Pepperrell AFB



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U.S Military Role in Newfoundland and Harmon Field in WWII

by John W. Chambers

The origins of Ernest Harmon Air Force Base in Newfoundland, Canada, can be found in the early years of World War II with the concerns of the Government to protect the sea and air approaches across the North Atlantic Ocean. That became a crucial matter in the spring of 1940 when Nazi Germany conquered France and the Low Countries with unexpected rapidity and began its air and naval attempts to force Great Britain into submission. With American public opinion increasingly supporting rearmament and aid to the Allies, the governments of President Franklin D. Roosevelt and of the new British Prime Minister Winston Churchill negotiated a defense agreement providing for the transfer of fifty U.S. destroyers to England in exchange for 99-year leases for U.S. military bases on eight British territories ⁽¹⁾. Among these was Newfoundland which had relinquished dominion status as part of Canada and which was a British Territory from 1934 until 1949 ⁽²⁾.

Negotiations in regard to the U.S. bases on Newfoundland were complicated by the varying interests of London, Ottawa, St. John's, and Washington, but the details of implementing the bases agreement were completed in London England in march 1941. The United States obtained authority to build and operate bases and maintain control of the U.S. forces on Newfoundland and the other British territories without significant interference by local governors ⁽³⁾.

Given the increased German threat in the North Atlantic, President Roosevelt and Canadian Prime Minister W.L. Mackenzie King had already initiated joint U.S. Canadian defense planning in August 1940. In the same month, Ottawa reached an agreement with the Newfoundland Government under which Canada assumed responsibility for the security of Newfoundland. Roosevelt was particularly interested in establishing U.S. air and naval bases in the region, and the initial focus of the new Permanent Joint Board on Defence, Canada-United States, was the defense of the coastline, particularly Newfoundland which guarded both the entrance to the St. Lawrence River and Gulf and the western reaches of the North Atlantic sea lanes ⁽⁴⁾.

A joint U.S. Army-Navy Board visited Newfoundland and recommended specific base sites, and after the signing of the bases implantation agreement in London on March 27, 1941, the Commission of Government of Newfoundland leased several sites to the United States Government. Construction began almost immediately on the three major sites. Fort Pepperrell on 198 leased acres near Quidi Vidi Lake would be the main army base, housing a regiment of infantry as well as anti-aircraft guns and coastal artillery to protect the capital city and harbor at St. John's. The main naval base would be on 3,392 acres at Argentia on the southern coast of the island and would be protected by a military installation, Fort McAndrew. The U.S. Army Air Corps would use both Newfoundland International Airport (redesignated Gander Airport, after a nearby lake and town in the north central part of the island) and Ernest Harmon Field which was to be constructed on 867 acres at Stephenville on the western coast of Newfoundland ⁽⁵⁾.

Initially, the U.S. Army Air Corps urged that Gander Airport be included as one of the U.S. leased base areas for it was already an operating international commercial airport. However the Canadian Government wanted to assume major control of the recently completed airport, mainly to prevent the Americans from doing so. This Ottawa was able to do, with the approval of St. John's, largely by providing for U.S. military needs at Gander, defending the base and constructing five hangers for the Americans, at Canadian expense⁶. As a result, the main Air Corps base constructed in Newfoundland by the Americans themselves - by the U.S. Army Corps of Engineers - was Harmon Field ⁽⁷⁾.

Named after Capt. Ernest E. Harmon, an Army Air Corps pilot who was killed during

a test flight in 1933, the airfield near Stephenville had been initially conceived of as an emergency landing strip. However, due to dramatically increased activity in the Battle of the Atlantic, initial estimates for the U.S. bases in Newfoundland were substantially expanded. The projected garrisons of U.S. troops were increased from 6,000 to 16,000. Furthermore, it was decided to make Harmon Field a permanent and more substantial facility, with three 6000-foot concrete runways. Construction of the U.S. bases in Newfoundland was designated complete in March 1943, with actual final cost of construction being \$60,300,000 ⁽⁸⁾.

During World War II, Harmon Field served initially as a base for aerial reconnaissance of the Gulf of St. Lawrence. However, its major role soon became a main stopover point on the trans-Atlantic route from the United States to the United Kingdom. This included the Air Ferry Route over which thousands of war planes, constructed in American factories, were flown across the North Atlantic to participate in the air war in Europe. It also included the route of the U.S. Air Transport Command, which in the last two years of the war, used Harmon Field as its main trans-Atlantic staging site to carry passengers and cargo across the sea as part of preparations in England for the D Day invasion and the liberation of Western Europe. After the victory in Europe, Harmon Field was also a major site through which the U.S. Army Air Force returned 240,000 American soldiers and other passengers to the United States ⁽⁹⁾.

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Ernest Harmon Air Force Base:
Construction and operation
by Wayne Scott Ray
(original and Wikipedia editing)

During 1940, Nazi Germany|Germany was threatening the majority of Europe, as well as North America through its successful air, land and sea campaigns. The destructiveness of the Luftwaffe (air force) and Kriegsmarine (navy) in the Battle of Britain and Battle of the Atlantic alarmed military planners in the United States who theorized that the Nazis could in future establish a beachhead on the Newfoundland (island)|island of Newfoundland and the adjacent France|French islands of Saint Pierre and Miquelon and use it for launching air attacks and eventually land and sea attacks on the industrial heartland of North America.

In 1940, the United States entered into the Destroyers for Bases deal with the government of the United Kingdom, allowing the United States Armed Forces|US military to establish facilities in British Overseas Territories in the Western Hemisphere. The primary focus for North American defence from Nazi aggression was Newfoundland, which the United States sought to arm as a geographic buffer much as it was doing with its Alaska|Alaska territory to defend North America against Empire of Japan|Imperial Japan in the northwest.

The United States established an administrative army air force base Fort Pepperell (no airfield) in St. John's, Newfoundland and Labrador|St. John's, along with a deepwater naval base and naval aviation field at Naval Station Argentia on the Avalon Peninsula. The northeast coast of Newfoundland and the strategically important Strait of Belle Isle were left exposed, therefore military planners sought to establish an army air force base on land at the northeast end of St. George's Bay (Newfoundland and Labrador)|Bay St. George near the coastal hamlet of Stephenville. The 76th United States Congress approved the 99-year lease and in April 1941, construction began on a deepwater port and adjacent air field.

The air force base was originally referred to as "Stephenville Air Base". On September 1, 1943, the Newfoundland Base Command transferred control of the Stephenville Air Base to the North Atlantic Wing, Air Transport Command. The base was actively used throughout the war and was one of the largest U.S. military airfields located outside of the continental United States; it was capable of landing the largest cargo aircraft in the world at that time and the base became a frequent stopping and refueling point for USAAF aircraft crossing the Atlantic. Stephenville Air Base was renamed "Ernest Harmon Air Force Base" on June 23, 1948, in honor of Captain Ernest Emery Harmon. Capt. Harmon was a U.S. Army Air Corps pilot who was killed in an air crash in 1933. The deepwater port which supported the base was named Port Harmon at this time.

Ernest Harmon AFB was transferred to Northeast Air Command in October 1950. The 6605th Air Base Wing served as the host unit at the base. In April 1957, with the rising threat of Nuclear warfare|nuclear war, the Strategic Air Command (SAC) assumed control of the base for use as a forward refuelling point. The 6605th Wing was superseded by the 4081st Strategic Wing. Ernest Harmon AFB became home to a fleet of KC-97 Stratofreighter air refueling aircraft, which were kept on alert in order to meet and refuel nuclear armed Boeing B-52 Stratofortress bombers in the skies over western Newfoundland. The base also saw use as a refueling stop for transatlantic flight|transatlantic military flights and the base supported three Aerospace Defense Command (ADC) units. On the 16 September 1951 a bulldozer accidentally destroyed of 51 pair telephone cable before construction began on the new runway. Restoration of telephone service was completed 48 hours later. Base Communications personnel laid the cable and the splicing and repair was done by the

Avalon Telephone Company of Newfoundland. The cable was buried 25–30 feet below the new runway. In 1957, the Transport Canada|Canadian Department of Transport constructed an airport terminal to accommodate Trans-Canada Air Lines (now Air Canada) commercial flights; Ernest Harmon AFB being the only air field in western Newfoundland.

In 1953, the 347th (Engineer Aviation) battalion was assigned the immense task (along with 2,502 contractor personnel) of completing the 62 line construction projects on Ernest Harmon Air Force Base at Stephenville, Newfoundland. The base, situated on 8,159 acres of land at the Northeast end of St. Georges Bay was leased from the British government for 99 years in 1940 and closed down in 1966. Originally named Stephenville Air Base, it was renamed on the 23rd of June, 1941 in honor of Capt. Ernest Harmon.

Cold War Expansion and Road Construction



The Cold War expansion of the base in the early 1950s coincided with the Korean War and the rise in nuclear tensions with the Soviet Union. The USAF sought to build more roads in the area to serve the base and nearby Pinetree Line early warning radar site and to patrol the immediate area for security; the roads would also act as a means of dispersing personnel in an emergency. One of the more important projects was a bypass road around the base, known as the Hansen Memorial Highway.

In 1953, the 347th (Engineer Aviation) battalion was assigned the immense task (along with 2,502 contractor personnel) of completing the 62 line construction projects at Ernest Harmon AFB. These consisted of:

- * completion of major runways
- * taxiway and apron's
- * aprons of heavy duty pavement
- * construct a runway complex that was so large that the existing harbor facilities at Port Harmon had to be demolished to give proper clearance for aircraft
- * construction of fighter aircraft hangars
- * construction of three wharves and dredging of the existing harbour at Port Harmon, which, when completed was 8000ft long, 200 ft wide, and 35ft deep
- * construction of a flight control tower in September 1953
- * construction of four petroleum tanks



By June 1953 the 347th Engineers had deployed 444 engineers. They were joined by an additional 750 engineers who departed [[Florida]] and arrived at Harmon on June 23 to construct three of the line construction projects:

- * a bypass road Hanson Memorial Highway to prevent civilian access through the base (in progress since April, 1943)
- * a base salvage yard
- * a trailer park for Harmon personnel
- * removal of a granite hill the north end of the Frobisher Bay AFB runway

The 347th Engineers was made up of four companies; three line companies and one Headquarters and Service (H&S) company. Company A was responsible for construction of the salvage yard and Company B and C were responsible for the construction of the bypass road with a budget of \$583,000.

The salvage yard, which was situated near Noels Pond on 30, was finished to partial occupancy by the fall of 1954 and completed in 1955. Thirty Butler Buildings (prefabricated steel) were located on the property. The machinery which constructed the bypass road was buried at the end of the property when it became over used and obsolete in 1959/1960, under the supervision of Warrant Officer Ebb Higdon, Company A. They were later dug up to be sold for scrap but were found to be useless and reburied. This equipment had come up from Florida in Liberty ships, with the battalion in 1953. In 1986, when this information was made available to the town of Stephenville via a series of articles in the "Georgian" newspaper, several doubters and curiosity seekers, armed with metal detectors, swarmed over the site and located the buried equipment.

The construction projects consisted of: completion of major runways of up to 222,000 square yards, taxiway and aprons of up to 421,000 square yards, and bomber aprons of heavy duty pavement up to 351,000 square yards, (the runway complex was so large that the existing harbor facilities had to be demolished to give proper clearance for aircraft); construction of fighter aircraft hangers and three boat docks and dredging of the existing harbor, which, when completed was 8000 feet long, 200 feet wide, and 35 feet deep; a flight control tower was built in September of 1953 along with four petroleum tanks with a capacity of 25,000-125,000 barrels of fuel.

Four hundred and forty-four 347th Engineers were already working on the base and were joined by the 750 engineers of their Battalion, who had left Florida and arrived at Harmon on June 23, 1953 to begin three of the projects listed above.

The battalion was made up of four Company's; three Line Company's and one H&S (Headquarters and Service) Company. Company A was responsible for construction of the salvage yard and Company B and C were responsible for the construction of the By-pass road with a budget of \$583,000.

The Salvage Yard, which was situated near Noels Pond on 30 acres, was finished to partial occupancy by the fall of 1954 and completed in 1955. Thirty Butler-Buildings were located on the property. The machinery which constructed the By-pass road was buried at the end of the property when it became over used and obsolete in 1959/60, under the supervision of Warrant Officer Ebb Higdon, Company A. They were later dug up to be sold for scrap but were found to be useless and reburied. This equipment had come up from Florida in Liberty Ships, with the Battalion in 1953. In 1986 when this information was made available to the Town of Stephenville several doubters and curiosity seekers, armed with metal detectors, swarmed over the site and located the buried equipment.

Company B and C began work on the By-pass road by working towards each other. Company C, under the command of Capt. Claxton Ray began at the Stephenville side and worked towards Company B which began construction near Cormiers Village and worked in two directions towards Long Gull Pond and towards Stephenville. It was necessary to begin construction of the road at Cormiers Village and work back towards Stephenville pending the finalizing of property agreements. Company B was under the command of Captain Gomez. The H&S Company split operations equipment and men between the three Companies.



The eleven mile long construction began with a line of corduroy roads comprising one half of the road and when Long Gull Pond was reached in the fall of 1954, the other half was constructed. The road followed the existing rail road line. It was necessary to build three access roads approximately two miles in length in order to facilitate construction of the By-pass road. These roads were built to the same specifications as the By-pass road as they were used constantly for heavy hauling. The concrete bridge over Cold Creek was built in 1954 and the sixty foot

concrete bridge over Warm Creek was programmed for completion in 1956. Not counting equipment, 90,000 cubic yards of fill. 30,000 cubic yards of crushed rock and 15,000 cubic yards of earth were used before the final nineteen inches of paving was laid down. Equipment and material were stored at the Gull Pond site. The By-pass road was officially opened to the public in October of 1957 and named The Hansen Memorial Highway. The third construction operation was cancelled.

The 347th (changed to the 823rd in 1954) Engineer Aviation Battalion was disbanded in 1957 and most of the men went back to the U.S.A. The two Battalion Commanders at the time were, Colonel Germain and Major Truet. The Medical Officer was V.H. Berry and the Ground Safety Officer was Lt. Arthur Everitt. The general construction on the base (buildings, roads and runways) was done under the base supervision of Colonel Koski and Colonel Bailey. J.A. Jones had the construction contract from 1954-59. From 1956- 1959, Major Ray was the superintendent for the asphalt, rock crushing and concrete operations for J.A.Jones and was responsible for the construction of 200 on base houses, two seven-story barracks for 1500 airmen, additional runways and the Central Heating (steam) Plant. Colonel Koski passed away in 1989 and Lt. Colonel Ray passed away on New Years Eve, 1989. The two barracks are now used as residences for the College of the North Atlantic as well as a hotel during the summer tourist season.

Education



The first educational institution in the St. Georges Bay area was the Roman Catholic Church. Bishop Mullock established the first church of the Roman Catholic faith at Sandy Point in 1848 when the population of the area was about 2000. Father Belenger was the first priest in the St. Georges Bay area from 1850-1868. Father Sears, then priest in the area, established a church in the growing town of Stephenville. In 1884 there were four Catholic schools in the parish. One at Sandy Point, one at the Highlands, one at

Port aux Basques and one at Campbell's Creek.

Ernest Harmon AFB was established in 1941 and the first elementary school started in a small clap-board building in 1948 housing 28 children and 3 teachers. The first high school graduating class (1957) began in 1953 with all of the students beginning their educations at Saint Stephens High School in Stephenville. The new elementary school (built near the base entrance in 1955) opened in May of 1956 by former Base Commander, Colonel Richard Fellows and the school principal, Mr. Gerald Brennan. In 1956 there were 19 teachers and 62 children.

On September 4, 1956 the high school officially opened on the base in building number T-394, the old elementary school building. In 1958, the same year that Stephenville got a new stop light and T.V. celebrated its first birthday, Harmon High established its own newspaper, The Harmon Highlight. In June of 1960 the elementary school was situated in a very good building with large play areas for the children. There were 29 elementary teachers and Mrs. Anna Barnett was the secretary. Joseph C. McCormack was the High School principal in 1961 and Mr. Harvey Bodiford was the superintendent of both Harmon and Goose Bay schools with his main office at Goose Bay.

In 1961 Cecil Haddox was promoted to superintendent of the Ernest Harmon Schools and was also principal of the junior-senior high schools. Mr. Haddox taught at Pepperrell Air Force Base (1957- 1960) before being transferred to Harmon in 1960. During this year (61) several new programs were started due to his perseverance. The National Honor Society was formed as well as several new classes such as art, music and physical education. Mrs. Barnett moved to the high school and (the late) Hap Holander was promoted to teacher-principal in the junior high. Cecil Haddox moved around the globe after Harmon closed and continued in educational administration on several U.S. Bases and is now living and working in Price, Texas, where he is high school principal. In 1962/63, Mr. Robert Keefaurer joined the staff as assistant principal.



The base and the schools continued to grow and saw the opening of the new high school, now being used as the community college. In 1963/64 the administration offices were staffed by Mrs. Toon, Mrs. Perdue and Mrs. Betty Coroner. The high school teaching staff increased to 25 and the elementary-middle school staff of teachers jumped to 42 with the help of Shirley Vincent, Patricia Sudsbury and Julia Reid in clerical positions. Cyril Alexander was the supply clerk at the time. Mr. Kidd (elementary school principal) was transferred to Japan and Mr. L.E. Davis was the new Principal. In 1964/65

John Middleton became the assistant high school principal and in the administration offices were Mrs. Saul, Mrs. Title, Miss Barnes and Cyril Alexander.

In 1964/65, Greg Hastings was the physical education teacher and coach at the high school and his bride to be was a fourth grade teacher in the elementary school. They were married shortly after leaving the base and are now living in Wilson, North Carolina where Greg is Director of Teacher Education at Atlantic Christian College and Connie is Director of the Children's Center at Wilson County Technical College.

Mrs. Edith Raymond taught in the high school in the late 50's and later taught for three years (grade 7&8) in Indiana and 16 years in West Point, Mississippi where she retired in 1980 and is now living on a small farm. In 1965/66 Mrs. Barnett returned and Mr. Steve Davis joined the elementary middle school as the audio-visual director. The total school population had now grown to over 1000 elementary students and 38 teachers and the high school had a population of 171 junior high and 235

high school students and 28 teachers. When the base closed in 1966, so did the school system. It ended with 1175 elementary students and 43 teachers and 405 junior and high school students and 26 teachers. School was literally, out forever.

Extra Curricular Activities

Staff Sergeant Jack Prekup formed the first Boy Scout troop on the base and had lots of priority events because of the "brass" liking Scouting. Scouting was quite active in the elementary and high school levels. Trips were made to Corner Brook, Fox Lake, Indian Head, the Port au Port Peninsula, Kippens, the Humber River to fish for Atlantic salmon, and other locations. Boy Scouts became Lone Scouts after leaving the base if they so desired, in other communities. Ed Zeidler and Sergeant Henry Erben were the last Scoutmasters. Sergeant Erben was the Troop 6 survival skills trainer and had worked with the first seven US astronauts in survival techniques.



Recreation

For its early years as an American air force base, Ernest Harmon was quite isolated. Located within the protection of the mountains and harbor of the St. Georges Bay area, it was virtually cut off from rest of the Island except for a few roads and boat and plane traffic. In spite of its early isolation, the morale on the base was high. In the very early years of the base, the adjacent village of Stephenville grew from a few hundred people (with no paved streets or side walks and little or no water and sewage system in 1941) to a Town of over 5000 in the mid 50's. It more than doubling in size by the time the base closed down in the mid sixties.

The Base Command realized the situation early in the life of the base and incorporated a number of recreational facilities into their programs and building projects. By the mid fifties, thousands of service men and their families were making use of these activities monthly. In the area of Hobby Shops there was space available for leather craft, ceramics, ham radio, lapidary, woodworking, automotive shops, model airplanes and photo labs. Sports facilities and groups were set for softball, baseball, bowling, golf, picnicking, archery and guns. The hunting and fishing in the Stephenville area was great and the base set up a fishing lodge at Camp 33 with eight large cabins a 40 man Bunk House and a mess hall and kitchen. Camp 33 is owned by Bowaters Pulp and Paper out of Corner Brook and was leased to the base during the spring and summer months.

Along with outside activities a number of service clubs were built and the University of Maryland Extension Courses were set up for those wishing to continue their education while on the base. A local broadcasting station and commercial free radio station was in operation by the mid 50's with as many as six live shows a week being broadcast as well as live theater and plays being made available and a movie theater. A large gymnasium was built in 1956 with a seating capacity of 500,

two squash courts and four wall courts. The Base Chapel accommodated up to 1500 worshippers of many religions and faiths per week. The library was also one of the most frequently used facilities with an average book lending rate of 1000 books every month. The most popular recreational feature of the entire base is the Base Theater which runs a new movie every night except Sundays and Mondays. There were four shows a day and a matinee on Saturdays.

Given its size and importance, and the large number of personnel assigned during the height of the Cold War in the 1950s, the base managed to attract many celebrities to visit and/or perform, including Marilyn Monroe, Elvis Presley, Frank Sinatra and Bob Hope. In the early years of the base, recreational activities off base, in the town of Stephenville were very limited and some were often restricted. In some of the pamphlets released by the base to its airmen, they went as far as giving the names of women and particular houses and taverns that no base personnel were to be in or near as well as rules about fraternizing with the local girls.

Fight For Long Gull Pond

During the By-pass road construction activities of 1953/54 the 347th Engineer Aviation Battalion used the beach area of Long Gull Pond as a storage yard for their equipment while they were building the road. The By-pass Road or Hansen Memorial Highway as it was later to be called, ran along the same route as the existing rail line. It was during June of 1953 that one of the officers, Captain Claxton Ray, took it upon himself to discover the ownership of a tract of land encircling the head of the lake nearest the rail line. It was listed on their maps as being part of Reid Lot 21.

The only means of access to the pond was by the American military rail road from Stephenville to White's Siding, or by walking for five miles through the rugged Newfoundland terrain. The primary construction of the By-pass road continued until the summer of 1955 and there still was no evidence of the ownership of Reid Lot 21. The Engineers had been dealing with the Woods Manager of Bowaters Newfoundland Pulp and Paper Mills Ltd. Mr Cyril Parsons, concerning land acquisition rights along the right of way of the By-pass Road. The officer (now promoted to the rank of Major) was informed that Bowaters owned the parcel of land in question and that they would entertain the idea of selling it for two purposes only: agriculture or tourist development.

On the 19th of July 1955 an application to purchase the 67 acre site was considered by Bowaters and they informed the officer that the sale had been approved with one clause added "...you will be required to resell to the Company the land which you are now acquiring at its original purchase price [of \$20.00 per acre ed.] together with the cost of any improvements which you may have made, should you desire to sell the property within a period of ten years".

In 1956 Major Ray made preparations to be relieved from Active Duty with the Engineers as of April 30th. He returned to Stephenville as a civilian wishing to engage in private enterprise and drew up plans for a tourist development on the Long Gull Pond site. What he had proposed for the site was a 55 room hotel with motel units, a dining room, swimming pool skating rink and services for hunters and fishermen on the four mile long lake. Bowaters had also leased him 2000 acres of surrounding land, reserving the timber rights for themselves. Because the road construction was incomplete at this time and winter was setting in, the actual purchase transaction did not take place until the 16th of May, 1957. The By-pass Road was still under construction and was not completed until the fall with opening ceremonies taking place in October.

During the summer of 1957, rumors were abounding in the Town of Stephenville that an American had purchased property with a great potential to the area. The Western Star newspaper in Corner Brook had printed a report on a Chamber of Commerce meet where it was proposed that

since the Town of Stephenville had used the Long Gull Pond site for a park for years that it should be acquired for recreational purposes under the Provincial Parks Act before Individuals gobbled it up for their own profits. Bowaters had been placed in an embarrassing position: they had sold Canadian land to a foreigner, before the local population realized they had lost a valuable piece of property. Bowaters was not too concerned.



Major Ray realized that the Town of Stephenville had neither the funds nor the coordinated efforts required to construct a park in the Gull Pond area. Stephenville had over \$40,000 in water and sewage bills due at the time and these had not been collected. The town had only one paved street and the others were inadequately lighted, snow removal was inadequate during the winter, there was no water filtration plant at this time and the only local police force was the RCMP. With all this in mind, Major Ray made an announcement in the Western Star on August 20, 1958: "I find it most strange that the Stephenville Town Council is seeking to acquire control of my property along Long Gull Pond, off Hansen Memorial Highway, in order to operate a public park several miles from its legal boundaries. In recent months the Council and the Department of Mines and Resources, has requested me to sell my property to establish a so called 'provincial town park'. In each of the three letters offering to buy the property a ridiculously low price is used. The only organizations which have publicly declared themselves are the Town Council and the Stephenville Lions Club.

It is most difficult to understand why I am being victimized, and current activities have every mark of an organized group attempting to overthrow the rights of an individual... After I had recognized the value of the property, and spent over a year developing it, clearing building sites, fencing it, then and only then, did others come forward and attempt to acquire it. If a town park is needed miles from the center of Stephenville, why did the council wait so long?

I am convinced, and sources of other people agree with me that a tourist resort will be of far more benefit to the St. Georges- Port au Port districts than a public park operated by a town council whose reputation as able administrators must obviously be in doubt when it acknowledges tax arrears of \$40,000 or more...

At the best of times an individual is hard pressed to maintain his rights in the face of constituted authority, no matter how honest or sincere such an authority is in its actions. It is for this reason that we have laws to protect individuals and minority groups. My position is even more vulnerable to attack since I am an American-born citizen who is seeking a new career in Canada as a Canadian Immigrant. I can still be called a foreigner although I have permanent establishments, business and property investments in Newfoundland.

Three organizations are involved in trying to force me off land I legally own - Stephenville Town Council: Stephenville Chamber of Commerce: and Stephenville Lions Club. It was the Chamber of Commerce in 1957 that called for the setting up of a civic park at Long Gull Pond. It is a whisper campaign, to make people believe I am standing in the way of progress, that I am stubbornly refusing to sell my land thus robbing the people of the west coast their own born-right to boil the kettle on their chosen spot of summer scenery. This argument is full of holes. Firstly, I have stated publicly that a first rate section of my land including frontage along the beach of the pond has been reserved and placed solely at the disposal of all comers without cost. I have offered to make such an arrangement permanent by entering into a proper contract with the appropriate authority. This fact, plus the fact that land is still available elsewhere on the pond, shows that more than just

a park is involved.

I have spent thousands of dollars on plans, clearing, materials and construction of a tourist resort under the regulations of the Newfoundland Tourist Development Board in order to provide a much needed attraction for this area. Clearly, It should be supported by the general public who should see that the individual does not suffer in false progress."

In the Fall of 1958, Mr. W.J. Keough, Minister of Mines and Resources stated that there was no chance, at the present time for the Province or the Town, to purchase property near Stephenville for a park. The Indian Head Rod and Gun Club went ahead that same year with construction of buildings on property bordering Major Ray's, which they had leased from Bowater's.

When the dust finally settled, and everyone stopped fighting over Long Gull Pond, Major Ray didn't develop the lake as a resort area but allowed public access to the property until it was sold to the Indian Head Rod and Gun Club in 1987. He had turned his efforts to other things. In August of 1953, he had received permission from the U.S. and Canadian governments and the Town of Stephenville to construct and operate a trailer park as off base housing for Harmon servicemen. He built and serviced 46, 28X60 foot lots on three acres of land on Queen St. In 1956, along with Telesphore White, created another 50 lots on three and one half acres. Mr White bought the property in 1965 for \$20,000. In 1956, Major Ray began the first coin operated laundromat and dry cleaners in Newfoundland. One of only five in Canada as well as a flower shop on the Base until 1960 and raised a family with his wife, Gay, a teacher at the Harmon Elementary School. The flower shop on the base was situated next to the tailor shop run by Moe and Rita Clayman. When the Ray's moved off the base in 1965, to Woodstock, Ontario, the Claymans had become such good friends with the Ray's that they moved to Woodstock and set up a tailor shop there the next year.



History of St. John's Newfoundland

Sailing from Bristol England, on May 02 1497, John Cabot is believed to have sighted the New World on June 24 1497. The exact locality of this sighting is believed to be Cape Bonavista or Cape Breton Island. As early as 986 A.D., however, the Norseman may have sailed past the island of Newfoundland under the leadership of Bjarni Herjolfsson and landed on and explored it in 992 A.D. by thirty-five Norsemen under the leadership of Leif Ericsson. (10).

When Cabot returned to England, he told of waters teeming with fish, surrounding the island of Newfoundland. This knowledge later brought many European fisherman to the area, and St. John's became known as a major fishing station.

No claims were laid to the island with its 6000 mile coastline, however, until August 05 1583, when Sir Humphrey Gilbert, planted the British Royal standard in St. John's and claimed the island of Newfoundland in the name of Queen Elizabeth I. The Royal Standard was planted at the site of the present Soldiers Monument. As a result of this claim by Great Britain, Newfoundland holds the distinction of being Britain's oldest colony and the 'corner stone' of the British Empire. The first letter ever written from North America to Europe was sent in 1527 from here. It is also the location of the first successful Trans Atlantic Cable (from Heart's Content to Ballymena, Ireland) in 1866, the first wireless signals were sent from Signal Hill in 1901 and the first non-stop flight from North America to Europe took off from Lester Field in 1919.(13)

Following the year in which England laid claim to the island, they met continuing resistance from the French Empire which, too, felt that it had the right to Newfoundland. As a result of the struggles between the two powers, the city of St. John's changed hands in the years 1696, 1697, 1705, and 1762, with England emerging as the victor. The city was destroyed by the two powers each time control was changed. Later in three different years, 1816, 1817 and 1819, St. John's was destroyed by wind swept fires which raged through the capitol city.(13)

Government by the Fishing Admirals, established in the year 1633 by the Star Chamber Court of Charles I, was the first rule known to Newfoundland. The Captain of the first ship to arrive in St. John's harbor was to be Admiral of the harbor for that season. It (the Rules) reigned until 1729, when the first Governor was appointed. In the year 1833, the first House of Assembly was established under Sir Thomas Cochrane, marking the beginning of representative government. By 1854, it was replaced by Responsible Government. Responsible Government (self rule) continued until the early 1930's, when financial conditions in Newfoundland, forced England to appoint a Royal Commission under the Letters Patent and Royal Instructions (which in effect became Newfoundland's new constitution), to enquire into the financial condition of the country(25). The Commission recommended that a board of governmental experts govern until the country again becomes solvent. When world War II began, the Commission was not in a financial position stable enough to protect the island. North American security was at risk and Canada and the United States assumed military defense responsibilities for Newfoundland(18 p.3).

This Commission (form) of Government was composed of six commissioners appointed by England, three from England and three from Newfoundland, and a Governor. The Governor acted as a chairman and each of the six Commissioners was given a portfolio, such as Finance or Justice, over which he was responsible. This government continued until the late 1940's. Given a choice, to continue the Commission, elect responsible Government, or confederate with Canada, the people of Newfoundland chose the latter. In 1908 the idea of confederation was studied by Britain and then dismissed. In 1913 and 1916 unofficial talks were held but no agreement was finalized. Two referendums were held in June and July of 1948 to decide between self government and

confederation with Canada. The voters chose confederation with a slight majority vote of 78,323 to 71,334.(22 p.1) On 01 April 1949, Newfoundland became a Province of Canada and has continued so until this day(25).

Pepperrell Air Force Base

Pepperrell Air Force Base (originally Fort Pepperrell) named for Sir William Pepperrell (1696-1759) was the nucleus of defense protecting the northeast coast of Canada and the United States.

In the early 1940's, French Atlantic ports were controlled by the Germans. French African ports were cut off from Royal Navy warships the French Fleet was in danger of passing under enemy control and since Italy allied with Germany and the Italian Fleet was in the Mediterranean, this left Great Britain virtually alone as the Allies' first line of defence. A board of experts on naval and air bases arrived in St. John's by March 1940 to investigate areas necessary for developments being considered by the recently set-up Canadian/United States Defence Board, and with the agreements signed and most of the negotiations completed, the first movement of U.S. troops to Newfoundland was planned.

Colonel L.W. Rook was Judge Advocate of the US Army "lend-lease" force commanded by Gen. Charles H. Bonesteel.

One of the locations under consideration for a military base was St. John's, the capital city, which was approved by Newfoundland Governor Humphrey T. Walwyn.

In September 1940, the British Government obtained leases of sites for the establishment of naval and air bases for the Government of the United States, and facilities in its western possessions, Newfoundland and the South Atlantic territories. Aware of the possibility of a potential enemy strike across the North Atlantic Route, the United States accepted, and agreements were signed between the two countries. On March 27, 1941 a 99 year lease was acquired from Great Britain [Great Britain did not want to sell or give land away so a 99 year lease system was set up-ed.] for construction of air bases on sites in Newfoundland, Bermuda, Bahamas, Jamaica, Antigua, St. Lucia, Trinidad and British Guinea. ["The Leased Bases Agreement was signed on March 27, 1941 at 10 Downing Street. Under this agreement the United States received very wide powers to take necessary steps to defend the areas involved, including additional powers in time of war or emergency" 25 p59]

As a result of the discussions preceding these agreements, a board of experts on naval and air bases in British possessions had arrived in St. John's by March 1940 to investigate areas necessary for developments being considered by the recently set-up Canadian/United States Defence Board, and with the agreements signed and most of the negotiations completed, the first movement of U.S. troops to Newfoundland was planned.

Fort Pepperrell was originally the center of the Newfoundland base Command (NBC) and was separated from the Greenland Base Command (GBC) under the provisions of the United States/Danish Defence of Greenland Agreement. During the early post war years, however, all were brought under the jurisdiction of the NBC. Fort Pepperrell became the hub of all operations from Newfoundland, north.

On January 15, 1941 the Headquarters and Headquarters Detachment of the NBC was activated on board the U.S. Army Transport Edmund B. Alexander, the former German liner Amerika, which had been refitted as a floating barracks, and arrived off Cape Spear, Newfoundland on January 25, 1941 with the first U.S. troops under the command of Colonel Maurice D. Welty, Infantry. His garrison numbered about 1000 men and was composed of units from the infantry, coast artillery and anti-aircraft artillery. Brigadier H.W. Harms assumed command, replacing Welty on

July 16, 1941, Welty returned to assume command again, on September 22.

Weather kept the Alexander out of St. John's harbor until the 29th, when it slipped through the narrows, the largest ship ever to dock in St. John's. There was no debarking ceremony from the Alexander at this time. It had been decided to use the ship as a barracks until adequate housing had been constructed by the U.S. District Engineers. The Engineers had been busy for several months prior to the Alexander's arrival with the construction problems of the base.

Field work near Quidi Vidi Lake began on October 15, 1940. During April and May, 1941 the Newfoundland Base Contractors' personnel began arriving on the island, and construction was taken over by their organization. On the 15th of April a lease was signed with Carpasian Park limited, for fifteen acres of land on which to build Camp Alexander, a temporary tent camp, located on Carpasian Road. On May 20th both the troops quartered aboard the Alexander began moving into their new, but temporary camp. The Canada Newfoundland defense agreements were restricted to war-time conditions. War-time shortages meant that the Canadians did not build permanent military bases at Botwood, Gander, Bell Island or St. John's. Canadian Military buildings were erected quickly and cheaply with what ever materials were available. U.S. construction was planned to last the length of the 99 year lease. (18, p4)

Actual base construction began on May 05, 1941 and the plans called for the site to accommodate 3500 troops, inside storage space for 310 vehicles, warehouse space of 146,315 square feet and open storage of approximately twenty acres for vehicles, lumber, equipment, and supplies. Each barracks was a self styled unit, with ample squadron room and non commissioned officer sleeping quarters, one barrack to accommodate 125 men using single beds or 250 men using double deck beds. By utilizing the summer months to the fullest extent, the contractors building Fort Pepperrell had completed enough utilities to allow the move from Camp Alexander to begin by November 1941.

Lt. Colonel J.J. Yates assumed command of Fort Pepperrell on November 28, 1941 and was replaced on December 02 by Colonel Paul N. Starling. Beginning with the 21st. Signal Service Company, [the Signal Corps began activity by linking up the ship with the temporary shore establishments. The link to Argentia from St. John's was later installed and then right across country to Harmon Field, thus providing a permanent dial telephone system between the bases(36)] unit after unit moved from the tent city to Fort Pepperrell until on February 27, 1942, Headquarters NBC had moved from 44 Rennie's Mill Road. The military capacity was increased to 5,500 troops. With Pepperrell, McAndrew, and Ernest Harmon Air Force base on a war footing, extensive maneuvers took place in the early fall of 1942.

Between May 01, 1942 and December 15, 1942, the Argentia Holyrood Road was constructed and 500 miles of telephone communication extended across Newfoundland. [One such difficult link in the cross country communication line was the 110 mile stretch from Harmon Field to Port-au-Basque. Two thousand foot high, Long Range Mountain had to be crossed and wires had to be stretched over the top. Siberian huskies were used to tow the sled with heavy equipment up the dangerous slopes of the mountain. The task was completed with a telephone network far surpassing anything Newfoundland has ever had and in case of emergency is ready to fall in line of service for the inhabitants].

On January 07, 1943, Brigadier General John B. Brooks assumed command of the Newfoundland Base Command and on March 15 of the same year, work was completed at Fort Pepperrell.

St. John's harbor, one of two ice free ports during the winter months, was engaged in unloading supplies necessary to maintain the Newfoundland garrisons. During the war years of all

supplies shipped to other stations were processed through Fort Pepperrell.

On October 10, 1944, Brigadier General Samuel Connell arrived at Pepperrell and assumed command of the Newfoundland Base Command, and in November 1944, the first man to be called on temporary active duty status left the Newfoundland Base Command for the Zone of Interior. On February 08th, Headquarters Company, St. John's Area, was formed and the Headquarters Detachment discontinued. On December 23rd, 1945 Colonel Albert Warren assumed command of the Newfoundland Base Command.

The war's end brought a haziness in the minds of authorities as to the future of the Newfoundland Base Command and Fort Pepperrell, since the inactivation of units and redeployment of forces had been going on at a rapid pace. But word finally came from the Adjutant General setting forth the post-war mission for Newfoundland. This was to provide local security for and maintain U.S. Army installations and areas and to facilitate operations of the Air Transport Command and maintain liaison with U.S. Navy and allied nations and local commands.

Effective January 01, 1946, the Newfoundland, Greenland, Iceland, and Bermuda Base Commands were relieved from assignment to the Eastern Defense Command and assigned to the Army Air Force under jurisdiction of the Atlantic Division of the Air Transport Command, commanded by Colonel Albert L. Edison. Headquarters NBC was moved from Fort Pepperrell to Harmon Field. Fort Pepperrell became the 1388-2 Operating location. Twenty days later, however, when Brigadier General Caleb V. Haynes assumed command of the Newfoundland Base Command, the headquarters was returned to Fort Pepperrell.

The command was responsible for dispatching, servicing, supplying, and maintaining all aircraft under operational control of the Atlantic Division scheduled or routed through or within the Command and had responsibility for the operation and disciplinary control of such air units and crews while within your command and establish and operate a Search and Rescue System.

During the spring of 1947 an important question pertaining to civilian personnel was answered. The question: What policy should the United States War Department peruse in administering rates of pay for civilians employed at bases within the Newfoundland Base Command?

A board of personnel management experts was detailed to establish and maintain proper rates of pay for civilian employees on military installations. Adapted especially to Newfoundland, it raised the pay level on a par with commercial businesses in the St. John's area as determined by a local wage survey. The aim of the program was to guarantee approximately equal pay for positions of approximately equal responsibility. [for example: in 1947 three thousand Newfoundlander's were paid \$6,500,000 by base authorities for work at Fort Pepperrill, Harmon Field, Fort McAndrew in Newfoundland, and at Goose and other places in Labrador and Greenland(35)]. [It should be pointed out that the wages referred to were paid to Newfoundlander's only and the money was spent in Newfoundland and it does not include the expenditures that are made in local markets by U.S. servicemen. Neither does it include Newfoundlander's who were employed by the U.S. Navy or Coast Guard at Argentia or domestics employed by personnel living on the bases. It is noted that the overall expenditures by the Air Force shows that the average wage paid to each employee was over \$2,100 per annum(1)].

In April 1948, the Newfoundland Base Command included Labrador Greenland, Quebec and the Northwest Territories. Ernest Harmon Air Force base was left under the control of the Air Transport Command.

In February 1949, for the first time since WWII, a ship was assigned by the New York Port of Embarkation to make scheduled runs between New York and St. John's. The ship was the U.S. Army Transport, Sergeant Jonah E. Kelly. The Kelly departed St. John's on the 7th of February and

began it run.

In the summer of 1950, information was received of the planned activation of the Northeast Air Command. Group General Order Number 13, reassigning all units of the 1225th Air Base Group to the Northeast Air Command, bringing to a close the activities of the Newfoundland Base Command and from that point NBC's bases and facilities became an integral part of the Northeast Air Command. On October the 20th the 1225th was redesignated as the 6600th Air Depot Wing and later designated the 6604th Air Base Wing.

The importance of the North Atlantic and Arctic regions more and more was being heralded and once again this location was the last bulwark of defence against potential invaders. The Northeast Air Command could look for a short future. Early in 1957 it would be abolished and replaced by the Strategic Air Command and the Air Defence Command.

Cold War

Peacetime left the future of the Newfoundland Base Command and Fort Pepperrell unclear, since the deactivation of units and redeployment of forces had been going on at a rapid pace. But word finally came from the Adjutant General setting forth the post-war mission for Newfoundland. This was to provide local security for and maintain U.S. Army installations and areas and to facilitate operations of the Air Transport Command and maintain liaison with U.S. Navy and allied nations and local commands.

In 1947, the USAAF was transformed into the United States Air Force. In accordance with the change, Fort Pepperrell, a USAAF installation, changed its name to "Pepperrell Air Force Base" (Pepperrell AFB).

In the summer of 1950 with the activation of the Northeast Air Command (NEAC) all units of the 1225th Air Base Group were reassigned to the North American Aerospace Defense Command|Northeast Air Command, bringing to a close the activities of the Newfoundland Base Command.

The Korean War and dawning of the Cold War highlighted the importance of the US military bases in Newfoundland, ensuring their survival in the short term. By the end of June 1956, 23 separate installations were under the jurisdiction of Pepperrell AFB. Most of the facilities were located on the Avalon Peninsula with the only exception being the Long Lines Repeater Stations, part of the Pinetree Line network.

Pepperrell AFB's three primary facilities were the base on Quidi Vidi Lake, the USAF docks at St. John's Harbour, and its shared use of the former RCAF Station Torbay (renamed St. John's Airport following World War II) where terminal facilities were leased to the USAF.

Following the Korean War, the late 1950s saw the importance of Pepperrell AFB decline as the US military consolidated its Newfoundland facilities in light of changing threats and technology employed by the Soviet Union and the Warsaw Pact.

The food services and air installations were the responsibility of the 64th Air Division, which transferred responsibility to a smaller unit, the 6604th Operations Squadron on May 1, 1956. The responsibility for commercial transportation rested with the base's Maintenance and Supply Commander while military transportation was the responsibility of the 6604th Operations Squadron. In a 6-month period in 1956, $\{ \{ \text{convert} | 862500 | \text{mi} | \text{km} | -2 \} \}$ were driven, using 93,900 gallons of gasoline, and the base handled requests for 18,560 taxi trips.

The 138th Engineer Aviation Group, SCARWAF (Special Category Army With Air Force) was inactivated on May 31, 1956 along with its 15 officers and 70 enlisted men.

The 622nd Engineer Aviation Maintenance Company was subsequently inactivated along with its 4 officers and 95 enlisted men. The Engineer Aviation Battalion remained at Pepperrell AFB and was placed under the control of the US Army from Governor's Island in New York City.

For operational control and support, Headquarters 5th Weather Group and Detachment Number 12 were attached to the 6604 Operations Squadron on March 1, 1956. On June 1, 1956 the 6982nd Mobile Radio Squadron was attached to the squadron for logistic support. Colonel Floyd M. Johnson assumed command of the 6604th Squadron during this time due to the temporary absence of the Commander, Colonel Graeme S. Bond.

In 1956, maintenance and operational projects at Pepperrell AFB totalled \$21,307,681. The total personnel assignment numbered 5,400 (2,702 in the Wing). By the end of the year, the civilian complement decreased from 1,738 to 1,685; officers increased from 129 to 132 while airmen decreased from 814 to 777. The operational cost of the base averaged \$2,000,000 monthly, the two highest costs being military pay (over \$1,000,000 monthly) and civilian pay (\$500,000 monthly). Operating costs at the Wing averaged over \$1,000,000 a month with a high of \$1,505,173 recorded in December 1955. Figured in the Wing costs were military pay (\$350,000 monthly), civilian pay (\$420,000), monthly supplies (\$210,000 monthly), contractual services (\$20,000 monthly) and other (\$50,000 monthly).

A cost savings program was implemented at Pepperrell AFB, resulting in a total savings of \$915,505.72. The largest recorded amount was by the 1805th AACS Wing when they succeeded in establishing direct route communications between Goose Air Force Base and Thule Air Force Base. The improvement in estimated gains was \$758,000. The second largest recorded savings was by the Food Services Branch. The savings resulted from standardization of a master menu for command wide use. Under the old system 240 man hours monthly were required. This was reduced to 80 man hours. One of the smaller savings was the publication of the base phone book every four months instead of every three months.

The 6604th Air Base Wing

The mission of the 6604th Air Base Wing was to maintain and operate Pepperrell Air Force base for the support of personnel and units stationed on the base or USAF controlled areas of operation and to support other military units required to rise the facilities in their operational assignments.

Each pilot of the 6604th ABW was required to put in 100 hours of flying on an annual basis, divided equally between the first and second half of the fiscal year. Typical hours would include twenty hours of weather flying, fifteen hours of night flying (50% as co-pilot) and up to ten missions as instructor pilot(p47). The total amount of hours put in by the Wing was 16,800 for the 168 pilots. In 1955, cross country flights to the United States and Canadian mainland were begun as a means of testing the pilots proficiency and making full use of the airplanes. This was set up over a three day period of six flight hours per day, every six months(p49).

Commercial Transportation was placed under the Maintenance and Supply Commander and Military Transportation under the 6604th Operations Squadron Commander. In a six month period (in 1956 for example) 862,500 miles were driven using 93,900 gallons of gasoline and requests for 18,560 taxi trips. The food services and air installations functions formerly performed by the 64th Air Division for their organizations were transferred to the 6604th on May 01.

The 138th Engineer Aviation Group, SCARWAF (Special Category Army With Air Force)

was deactivated on the 31st of May along with its 15 officers and 70 enlisted men. The 622nd Engineer Aviation Maintenance Company was deactivated along with its 4 officers and 95 enlisted men. The Engineer Aviation Battalion remained at Pepperrell and was under complete control of the Army at Governor's island, New York. For operational control and support, Headquarters 5th Weather Group and Detachment Number 12 were attached to the 6604th Wing on March 01. On June 01 the 6982nd Mobile Radio Squadron was attached to Wing for logistic support. Colonel Floyd M. Johnson assumed command of the 6604th Wing during this first six months due to the temporary absence of the Commander, Colonel Graeme S. Bond.

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Civilian employees were processed by the Civilian Personnel Office. In hiring civilian personnel including U.S. nationals, it was required that the applicant furnish the names and addresses of all previous employers and five references, names and locations of all schools attended, a birth certificate and a certificate of conduct from the St. John's Constabulary. All names were checked against an civilian unsuitability list.

Letters were written to all schools attended by the prospective employee, to all former employers and to persons listed as references. If derogatory information is received, the letters were filed in the official personnel folder of the employee concerned. Prior to employment and every year after, each applicant underwent a complete physical examination. Clearance was then completed and an identification card was issued.

Lt. Col. J.J. Yates assumed command of Fort Pepperrell on November 28, 1941 and was replaced on December 2 by Colonel Paul N. Starling.

Fort Pepperrell expanded significantly after the United States entered the war with the attack on Pearl Harbor in December 1941. During late 1941 and early 1942, multiple units left the temporary tent city to fill the new military base until capacity was reached on February 27, 1942 when the final unit, the headquarters of Newfoundland Base Command moved from temporary facilities at 44 Rennie's Mill Road, completing the evolution. The base held approximately 5,500 personnel and it, along with other US military facilities in Newfoundland such as Naval Station Argentia, Fort McAndrew, and Stephenville Air Base were placed on a war alert. Extensive exercises and maneuvers took place

in Newfoundland during the summer and fall of 1942.

Beginning with the 21st Signal Service Company, the US military began to link up the USS "Edmund B. Alexander" with the temporary shore establishments. The communications link to Naval Station Argentia from St. John's was later installed and then across the entire island to Ernest Harmon Air Force Base|Stephenville Air Base, thus providing a permanent dial telephone system between the bases.

Between May 1, 1942 and December 15, 1942, the Argentia-Holyrood Road was constructed and 500 miles of telephone communication extended across Newfoundland. One such difficult link in the cross country communication line was the 10 mile stretch from Stephenville to Port aux Basques. The 2000 foot Long Range Mountains were crossed and wires were stretched over the top. Siberian huskies were used to tow sleds with heavy equipment up the dangerous slopes of the mountains. The task was completed with a telephone network far surpassing anything Newfoundland had ever had.

On December 12, 1942 a number of servicemen were killed in the Knights of Columbus Hostel fire.

On January 7, 1943, Brigadier General John B. Brooks assumed command of the Newfoundland Base Command and on March 15 of the same year, work was completed at Fort Pepperrell. St. John's Harbour, one of two ice-free ports on the island during the winter months, was engaged in unloading supplies necessary to maintain the Newfoundland garrisons. During the war years, all supplies shipped to other US military installations in Newfoundland were processed through Fort Pepperrell before being forwarded on the narrow gauge trains of the Newfoundland Railway.

On October 10, 1944, Brigadier General Samuel Connell arrived at Fort Pepperrell and assumed command of the Newfoundland Base Command, and in November 1944, the first man to be called on temporary active duty status left the Newfoundland Base Command for the Zone of Interior. On February 8, Headquarters Company, St. John's Area, was formed and the Headquarters Detachment discontinued. On December 23, 1945, Colonel Albert Warren assumed command of the Newfoundland Base Command.

Base Closure

The strategic importance of the base continued to decline, and it was identified for closure in 1959. On May 15, 1960 the last American forces departed Pepperrell AFB when the United States Transportation Command closed its headquarters.

On August 10, 1960 the American flag was lowered at Pepperrell AFB and the Union Jack and the Canadian Red Ensign were raised as the base property was transferred back to the Crown, Her Majesty in Right of Canada. The Government of Canada kept a small portion of the base for use as what is now CFS St. John's. The remainder was transferred to the Government of Newfoundland, which subsequently sold off and developed the remainder of the property.

As a legacy to Newfoundland, and in honor of Dr. Charles Alberton Janeway, on August 9, 1966 the Janeway Children's Hospital opened its doors in the building previously used by the United States Air Force as its on-base hospital. The old facility, with a bomb shelter in the basement, was slated for demolition in 2008.

The former brick junior/senior high school building on the base, which hosted classes for the

first time during the 1956-57 school year, later became a Children's Rehabilitation Center and, most recently, has been renovated and converted into condominiums. The base theater, located just inside the main gate, was torn down in 1984, and the old Base Hospital on the hill was scheduled for demolition in 2008. While a fair number of the original buildings constructed in the early 1940s remain, including the former Officers Club and base gymnasium/bowling alley, an increasing number of others, including senior officers quarters in the 500 block, a number of enlisted barracks directly down the hill from the Officers Club, the fire station, and warehouse/vehicle maintenance facilities near the old main gate, have been demolished. Since closure, quite a number of new buildings have been built amongst original buildings on the grounds of the former base, as "Pleasantville" further develops. Military dependents of assigned personnel, who were students at the junior/senior high school, continue to enjoy returning and revisiting the base, over 55 years after its closure.

Selected References for Pepperrell

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Argentia Naval Station

"Naval Station Argentia" is a former base of the United States Navy that operated from 1941-1994. It was established in the community of Argentia in what was then the Dominion of Newfoundland, which later became the tenth Canadian province, Newfoundland and Labrador.

Construction

Established under the United Kingdom U.S. destroyers for bases agreement of 1940, the base was first occupied on January 25, 1941 following the expropriation of the flat headland formed by a small natural bay called Little Placentia Sound and the western end facing Placentia Bay by the Newfoundland government; over 400 families were displaced. Construction crews rushed to build the base as well as an adjoining air field. On July 15, 1941, the Naval Operating Base was commissioned.

Atlantic Conference

On August 7, 1941 the heavy cruiser USS Augusta (CA-31)|USS "Augusta" carrying U.S. President Franklin D. Roosevelt arrived in the anchorage at Little Placentia Bay off the base. Roosevelt inspected the base construction progress and did some fishing from "Augusta" over the next two days. "Augusta" was joined by the British warship HMS Prince of Wales carrying British Prime Minister Winston Churchill on August 9, 1941. While in the Argentia anchorage from August 9–12, the chiefs of staff of Britain and the U.S. met to discuss war strategies and logistics once the U.S. joined in the war. The two leaders and their aides also negotiated the wording of a press release that they called a "joint statement". That press release was issued on August 14, 1941 in Washington, D.C. and was issued simultaneously in London, England. Several days later the "Daily Herald" would characterize the public statement as being the Atlantic Charter. However, there never was a signed, legal document called the "Atlantic Charter". Neither Roosevelt nor Churchill signed it. The conference concluded the evening of August 12, 1941 with the British and American warships and their escorts passing in review before departing the area for their home ports. The joint declaration was publicly announced on August 14, presumably after "Prince of Wales" had returned to UK waters.

Second World War Operations

On August 28, 1941 Naval Air Station Argentia was commissioned. NAS Argentia was built on the plateau atop the triangular peninsula adjacent to Naval Station Argentia's anchorage and shore facilities. The air station was used to base convoy protection, coastal patrol and Anti-submarine warfare|anti-submarine aircraft, both land-based aircraft and seaplanes. While NAS Argentia was nominally an independent facility from Naval Station Argentia, both facilities are largely viewed as one.

Beginning that summer, USS Prairie (AD-15)|USS "Prairie" was used to house Flag Headquarters at the base. February, 1942 saw the Argentia base at the centre of one of the worst disasters in the US Navy's history when USS Pollux USS Truxtun were wrecked southwest of the base. Over 100 victims were buried in Argentia's military cemetery.

In March 1942 the United States Army established Fort McAndrew at Argentia to provide

security to the navy base through an Anti-aircraft warfare|anti-aircraft battery. Later that spring the Royal Navy established a small maintenance base at Argentia to service its ships involved in convoy escort groups operating out of Halifax, Sydney, Nova Scotia, St. John's, Newfoundland and Labrador St. John's and in the Gulf of Saint Lawrence.

In the spring of 1943 a 7,000 ton Dry dock was installed at Argentia, along with a ship repair facility. In August 1943, CTF-24 Flag Headquarters moved ashore to permanent facilities after having been housed aboard USS "Prairie".

In 1944, Argentia served as one of the two stopover bases for the refuelling, maintenance, and crew changes of the six United States Navy (USN) K-class blimps that made the first transatlantic crossings of Blimp|non-rigid airships. Blimps K-123 and K-130 from USN Blimp Squadron 14 (also known as ZP-14, Blimpron 14, or "The Africa Squadron") left Naval Air Station South Weymouth|South Weymouth Naval Air Station in Massachusetts on May 28, 1944 and landed at Argentia about 16 hours later. The two K-ships then flew for approximately 22 hours to Lajes Field|Lagens Field on Terceira Island in the Azores, the second stopover base for the transatlantic flights. The last leg was a ~20 hour flight to the squadron's final destination with Fleet Air Wing (FAW) 15 at Kenitra Air Base|Port Lyautey, French protectorate in Morocco|French Morocco (now Kenitra, Morocco). Blimps K-123 and K-130 were followed by K-109 and K-134 then K-112 and K-101 which left South Weymouth on June 11 and 27, respectively, in 1944.<ref><http://www.warwingsart.com/LTA/zp-14.html> Blimp Squadron 14</ref> These six blimps initially conducted nighttime anti-submarine warfare operations to complement the daytime missions flown by FAW-15 aircraft (Consolidated PBY Catalina|PBYs and Consolidated B-24 Liberator|B-24s) using Magnetic anomaly detector|magnetic anomaly detection to locate U-boats in the relatively shallow waters around the Strait of Gibraltar. Later, ZP-14 K-ships conducted minespotting and minesweeping operations in key Mediterranean ports and various escort missions including that of the convoy carrying Franklin Roosevelt and Winston Churchill to the Yalta Conference in early 1945. In late April 1945, K-89 and K-114 left Weeksville Dirigible Hangar|NAS Weeksville (now Coast Guard Air Station Elizabeth City) in North Carolina and flew a southern route to Naval Air Station Bermuda|NAS Bermuda, the Azores, and Port Lyautey, where they arrived on May 1, 1945.<ref>Kline, R. C. and Kubarych, S. J., Blimpron 14 Overseas, 1944, Naval Historical Center, Navy Yard, Washington, D. C.</ref><ref>http://www.naval-airships.org/resources/documents/NAN_vol93_no2_KShips_feature.pdf Kaiser, Don, K-Ships Across the Atlantic, Naval Aviation News, Vol. 93(2), 2011.]</ref>

Cold War operations

Following the war's end in August 1945, the first dependants of naval personnel were permitted to move to Argentia to live in permanent quarters on base.

In 1946, Fort McAndrew was transferred to the United States Army Air Forces|U.S. Army Air Forces which became the United States Air Force in 1947. In 1948, Fort McAndrew was renamed McAndrew Air Force Base|McAndrew AFB.

In 1949, Newfoundland joined Canadian Confederation as the Provinces and territories of Canada|10th province. During the Cold War, Argentia Naval Station became a key "node" in the Northwest Atlantic's SOSUS network, helping to detect Soviet Union|Soviet nuclear submarines. The base was the target of several espionage attempts between the 1940s–1990s as a result.

In 1955 McAndrew AFB was decommissioned and the facility was turned over to the US

Navy with USAF personnel moving to other locations in Newfoundland such as Ernest Harmon Air Force Base|Ernest Harmon AFB, CFB Goose Bay|Goose AFB or various radar installations being built in conjunction with the Royal Canadian Air Force such as the Pinetree Line, Mid-Canada Line and Distant Early Warning Line. Radar picket| Radar picket ships such as the USS Hissem (DE-400)|USS "Hissem" used the base.

In 1959 the Navy deployed a portable Transit (satellite)|Transit tracking station at the station, which recorded the doppler data from the 24 minute flight of the Transit 1A satellite launched on September 17, 1959. An ionospheric refraction value was calculated using the doppler data recovered by the portable station, and a correction factor was then applied to the data to produce a doppler curve unaffected by ionospheric refraction. The Satellite 1-A trajectory thus determined was in close agreement with range track data.<Ref>Artificial Earth Satellites Designed and Fabricated. The Johns Hopkins University Applied Physics Laboratory, Page I-5 www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA066299 </ref>

In 1973, Naval Air Station Argentia was decommissioned and the land transferred in 1975 to the Government of Canada. It was subsequently transferred to the Government of Newfoundland and Labrador|provincial government for development. In 1994 the US Navy left Argentia completely when Naval Station Argentia was decommissioned and the last personnel moved out.

Until 1994, the runways of the former airfield were utilized by the Royal Canadian Air Cadets. The Air Cadets operated weekend glider familiarization through the Air Cadet Gliding Program. The Schweizer SGS 2-33 was launched using an auto-tow launch method, utilizing the entire length of the runway surfaces. Personnel were housed at the Naval Station Argentia facilities. After the US Naval Station was decommissioned, the glider program was operated without facilities support for a few years until the airfield was occupied for the Hydromet Test Facility owned by Vale Limited|INCO. With the announcement that the INCO development would not be using the airfield, the Air Cadet Gliding Program once again started using the airfield for gliding operations in May, 2008.

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IN CLOSING:

Allow me to talk on a more personal note, in closing. While most of my father's life on the base was serious and being a 'military man' allot of things that were secret or confidential in regards to his activities or acquaintances throughout his military life remained that way until the end, however, he (and my mother) had a great sense of humor and were always in the company of friends and employees and fellow workers. Among his written records from Harmon are two that I would like to share with you to show the lighter side of a man who whether liked or disliked, should not be forgotten:

Wayne Ray

The first to another Captain in the Fall of 1953.

Capt:

Is their such a helluva difference between a preacher and a preacher's son, that the former gets ninety bucks a month while the latter only gets seventy-five bucks? Or is the matter racial, creed or of a professional difference?

or am I full of s..t

or am I being an as....le

Capt. Ray

From the Capt:

My apologies to Captain Ray. I failed to increase his allowance from \$75 to \$90. on his new pay card. On the first Ind. I noticed several unanswered questions and would like to further comply; to wit, the difference between a preacher and a preacher's son biologically is not a racial or professional or any other kind of difference.

You are full of s..t

You are not being an as....le In case any answer is not absolutely clear, further clarification is forthcoming on request

Capt. [illegible signature]

The second piece of humor was a joke letter sent to one of the tenants at his trailer park:

Down's School of Grace
Poise Avenue, Float Street
Gliderow, Newfoundland

Mrs. Kathy Blanks
Lot #20, Bayview Trailer Haven
Stephenville, Newfoundland.
23 March, 1957

My Dear Kathy,

You too, can make your trips and falls pay off. Why should you lie bruised, embarrassed, dishevelled and be the recipient of either snide remarks or unwanted sympathy? Gain poise, learn to float, glide through life!!! It's simple, it's easy, anyone can do it; the cost is nothing compared with the results gained. You will be a new person, attain goals you never dreamed of, be the center of attraction at every gathering, make a perfect model with never a trepidation as to your success, keep men at your feet always, be the envy of your sex, make your husband proud and your landlord happy.

It's simply a matter of enrolling in our famous institute; a six cent stamp will save all the expense of costly repairs, typically shown by the enclosed shoe with the broken heel, that one of your most ardent and earnest admirers was thoughtful enough to mail to us with the suggestion that we use it as the key to unlock the door of Grace-Ful-Ness for you.

Prior to the receipt of the shoe, we received a letter from the Officer's Wives Club of Ernest Harmon Air Force Base asking us to please place our trained staff at your disposal. It seems that the writers were very unhappy because you, a person obviously loved, admired and respected by all, was only second VEEP (V.P.) due to a couple of slips from Grace. Had you been a graduate of our select and elite school you would have been PRESIDENT!!!!!!!

Fearing you were a person of sensitive delicacy, we hesitated in contacting you. However, the shoe was too much. We at the School of Grace feel that we owe a debt to humanity, a debt in this case, that can partly be paid by getting you enrolled for our tutorship,

Please take advantage of this golden opportunity before it is too late. You know we ladies grow older and less agile every day. Looking forward to Grace with you, we are,

Gracefully Yours

Grace Downs

APPENDIX A:

ERNEST HARMON AIR FORCE BASE FIELD OFFICIALLY DEDICATED AUGUST 16, 1949

Widow of Airman For Whom Airport Called Attend Simple but- effectively conducted ceremony saw the official dedication of Ernest Harmon Air use by Colonel Bundy, base Commander on Saturday afternoon at three o'clock on the level plain which between Stephenville and bay St. George. Welcomed by almost incessant fckering of cameras and a large grlp of civilians, the Colonel shortly after took his place in front of the microphone oriagrandstand. He was flanked by Mrs. Bundy and Mrs. Harrietta Harmon, widow of the U .S. airman for whom the field was named. In the center of the runway in front stood the U. S. Airforce and, to be joined shortly by four companies of air marines of forty each who paraded smartly across the area and formed up opposite the reviewing stand, with color party in the center-.

Other representatives on the reviewing stand were Dr. and Mrs. Ernest E. Harmon, Major W. Harmon and Mr. and Mrs. Robert Harmon, sons of the airman and their wives. Others were U.S. Consul at St. John's, W.G. Richardson, Lt. Colonel & Mrs Focberry, Commander J. and Mrs. Plomer, Wing Commander E. L. and Mrs. Wurtele these three officers of the Canadian forces General and Mrs. Whiten, Capt. and Mrs. Grove, Flight Lt. Milner and representatives from two daily papers and two radio news broadcasters. In addition Colonel Zartman had flown down from Washington to represent headquarters there. Premiere and Mrs Smallwood had been ivited but were unable to attend. The represeritatives from St. John's were flown over by military plane from Torbay in what had once been General Ike eisenhower's plane a large four engined machine. Opening the ceremony following the parade of troops, Colonel Bundy recorded the history of the base, whose construction began about September. Called first Stephenville Airbase it was renamed Harmon Field In June 1941 and now officially designated Ernest Harmori Airbase.

The Colonel pointed out that the base is one of the military Air Trasport Serices MATS most important instillations and used extensively for peacetime operations by commercial air ries as well as arial ternat veto Gander. The Colonel read messages from General Hoyt S. Vanderberg, Chief of Staff U.S. Airforce, Washington and from Major General Laurence E'utner Commander MATS. The level runways n front stretching away toward the blue water of Stephenville Porid, backed in turn by high gree and brown hills provided a most effective setting to the parade of airforce men flank'en on the right by the band. phirid were the termial buildigs and a large gathering of base employees and other civilians.

Colonel Bundy gave a trbute to the cooperation received from te government and people of Newfoundland and cleclared the base officially designated Ernest Harmon Airport base Command. Following the ceremony a cavalcade of cars took the visitors on a tour of this odd acre U. S. base with its growing quarters for air force personel and other -construction which estimated to require another two or three years for completion. Among new construction is the Ernest Harmon Theater which was to have ts premiere performance Saturday night. This modern little theater which accommodates persons in the most comfortable seats imaginable, is representative of the permanent type of accomodation now being constructed. Not a little attention was given by the visitors to about husky sled dogs each chained to its pen. Their vocal welcome was terrible. These dogs, bred in the United States, are used by the Airforce Rescue Service in winter. Following a cocktail party at the lounge the St. John's guests resumed seats in the airplane and reached Torbay airport by 3:30 pm.

Archives Information

This is to inform anyone reading this that the records in my possession pertaining to my father: Lt. Colonel Claxton Ray (1916-1989) are now located in the Centre for Newfoundland Studies archives at Memorial University, St. John's Newfoundland.

A microfilm reel is available with all the archival material mentioned, from the above address should you wish a record of my fathers papers and correspondence.

These records contain information pertaining to the following:

Clay County Alabama (Ashland, Lineville and environs): where he was born, raised, attended high school, married and raised a family.

Georgia Tech: where he attended before entering the US Army.

Reverend and Mrs. S.C. Ray of Clay County Alabama: Manuscripts and correspondence related to his book: *Some Thoughts on the Bible as the Word of God*. Letters.

World War II records: 360th Engineers, 1053rd Port Construction & Repair, personal correspondence, diaries and manuscripts.

Korean War records: 809th Engineer Aviation Battalion.

Ernest Harmon Air Force Base, Stephenville Newfoundland: 1953-1965. 347th/823rd Engineer Aviation Battalion. Military, business, educational and personal records. Additional records are kept at the Scott Library Archives, York University, North York Ontario as part of my archival collection.

Woodstock Ontario: 1965-1989. Correspondence and records pertaining to family and business.

Thank you for taking the time to read this and if you have any questions I would be glad to hear from you. As of 2016 Phone 519-661-0583 e-mail literarynewscpa@yahoo.ca or hmspublishing@yahoo.ca

APPENDIX C:

A FRIENDLY INVASION: (I&II)

The American Military in Newfoundland: 1940-1990

by John Cardoulis

225/220 pages \$35.00ea

Breakwater Books 1990; Creative Publishers 1993

review by Wayne Ray

As early as 986 A.D. the Norseman may have sailed past the island of Newfoundland under the leadership of Bjarni Herjolfsson, and landed on and explored it in 992 A.D. by thirty-five Norsemen under the leadership of Leif Ericsson.

Sailing from Bristol England, on May 02 1497, John Cabot is believed to have sighted the New World on June 24 1497. The exact locality of this sighting is believed to be Cape Bonavista or Cape Breton Island. When Cabot returned to England, he told of waters teeming with fish, surrounding the island of Newfoundland. This knowledge later brought many European fisherman to the area, and St. John's became known as a major fishing station.

No claims were laid to the island with its 6000 mile coastline, however, until August 05 1583 when Sir Humphrey Gilbert planted the British Royal standard in St. John's and claimed the island of Newfoundland in the name of Queen Elizabeth I. As a result of this claim, Newfoundland holds the distinction of being Britain's oldest colony and the 'corner stone' of the British Empire. The first letter ever written from North America to Europe was sent in 1527 from here. It is also the location of the first successful Trans Atlantic Cable (from Heart's Content to Ballymena, Ireland) in 1866. The first wireless signals were sent from Signal Hill in 1901 and the first non-stop flight from North America to Europe took off from Lester Field in 1919.

Following the year in which England laid claim to the island, they met continuing resistance from the French Empire which, too, felt that it had the right to Newfoundland. As a result of the struggles between the two powers, the city of St. John's changed hands in the years 1696, 1697, 1705, and 1762, with England emerging as the victor. The city was destroyed by the two powers each time control was changed. Later in three different years, 1816, 1817 and 1819, St. John's was destroyed by wind swept fires which raged through the capitol city.

Government by the Fishing Admirals, established in the year 1633 by the Star Chamber Court of Charles I, was the first rule known to Newfoundland. The Captain of the first ship to arrive in St. John's harbor was to be Admiral of the harbor for that season. It (the Rules) reigned until 1729 when the first Governor was appointed. In 1833, the first House of Assembly was established under Sir Thomas Cochrane, marking the beginning of Representative Government. The Office of the United States Consulate was opened in St. John's in October, 1852 by William Newman. In 1854, Representative Government was replaced by Responsible Government (self rule) which continued until the early 1930's when financial conditions in Newfoundland, forced England to appoint a Royal Commission under the Letters Patent and Royal Instructions (which in effect became Newfoundland's new constitution), to enquire into the financial condition of the country. When world War II began, the Commission was not in a financial position stable enough to protect the island. North American security was at risk and Canada and the United States assumed military defense responsibilities for Newfoundland. On August 22 1940, the United States agreed to supply 50 US Navel destroyers to Great Britain in exchange for ninety-nine year leases on British territories

in Newfoundland, Bermuda and the Bahamas, Jamaica, Antigua, St. Lucia, Trinidad and British Guinea. In September 1940, the British Government obtained leases of sites for the establishment of naval and air bases for the Government of the United States. The Leased Bases Agreement was signed on March 27, 1941 at 10 Downing Street. Under this agreement the United States received very wide powers to take necessary steps to defend the areas involved, including additional powers in time of war or emergency. Land for bases was also acquired by the U.S. in Iceland, Greenland and Northern Canada.

John Cardoulis begins the enormous task of documenting and editing for us, the immense amount of information available on this important chapter in Canadian history. A chapter that continues, in one form or another, to this day. Mr. Cardoulis sums up the ten page introduction, covering the war years, by stating:

"The close association between the American military and the Newfoundland people cannot be overemphasized. When the young US soldiers and sailors arrived here in 1940-41, and particularly throughout the war years up to 1945, they were lonesome and bewildered. They left their families and loved ones behind in the United States. Many never knew that the Island of Newfoundland existed. Those who arrived on the UST Edmund B. Alexander were not told where they were going. It wasn't until they were off the Newfoundland coast, waiting for the weather to clear before sailing into St. John's, that they were advised they were to go ashore on the Island of Newfoundland and establish bases there and help to defend the Island in case of enemy attack.

The United States military forces in Newfoundland and Labrador jumped from 2000 prior to 7 December 1941 to over 20,000 by the end of 1942. By the war's end, over 100,000 US military troops were stationed in Newfoundland and Labrador. During the period of 1942 to 1946, over 45,000 aircraft, over 10,000 ships and more than 750,000 military crews and passengers passed through Harmon Field, Gander, Goose Bay, Argentia and Torbay. Nowhere in North America was there such a diversity of military activity from 1940-1946. The US and Canadian uniformed soldiers were as common on the streets of cities and towns in Newfoundland and Labrador as the populace. Britain's oldest colony played a most important role in the Second World War."

This 225 page, photo filled look at a half century of Canadian history begins with a detailed history (all the chapters are detailed for that matter) of the major army, air force and naval installations and bases (out of over 60 locations) on the Island of Newfoundland from the East coast to the West and including Labrador. This is not a dreary, date by date, place by place history, but takes the reader along in a smooth easy reading fashion, enlightening the reader to interesting and little known information concerning: Argentia Naval Air Station, Fort Pepperrell, Gander, Ernest Harmon, Fort McAndrew, Goose Air Base, Repeater and Radar Aircraft Control & Warning Stations.

Life in the military would not be complete and would leave a too rosy picture without death. Mr. Cardoulis brings the reader down gently to an important chapter in *The Friendly Invasion: Miscellaneous US Military Disasters*. He says, "Those of us today may not realize the tremendous cost of life that was paid by American soldiers, sailors, airmen and marines in and around Newfoundland and Labrador, from 1941 to 1985... This chapter records over 600 American military personnel who were killed, and apart from the first Lockheed Bomber accident in 1941, deals only with the American activity... While many of the American military personnel were returned to the United States for internment during and after the war, many Americans are still buried here at fatal sites or elsewhere, or have never been found... We owe a great deal to those who died here during the war years and afterwards, who in turn gave their lives for a great cause. Lest We Forget."

The last chapter, Memorable Events with the Americans, brings a more personable touch to the

book, looking at such items as the USO, bands, hunting & fishing, dances, marriages (25,000!), and Newfoundland's contribution to the NASA Space Program in 1971. The Epilogue brings up to date, information about the last years of the bases and stations as the military began pulling out and turned them over to the Canadian government. Mr. Cardoulis has paid an immense tribute to the memory of the "Friendly Invaders" and the entire book is summed up in the Appendices which are a chronological history of each of the bases discussed, including costs of operations and military strength.

While there is some wasted space and only one Typo in this 225 page, 8X10inch book, there is something missing. It's not something that is ordinarily missing from history books for the story of US involvement in Newfoundland and Labrador is not just about dates, places and numbers, it's about people. What's missing is the stories. John Cardoulis realized this same thing through all the letters and phone calls he received during and after the publication of *A Friendly Invasion*. These letters were the inspiration for a second book by the same name, subtitled: *A Personal Touch*.

Laid out in a similar chapter format as *A Friendly Invasion I*, but with twice as many photographs, this book reaches into the hearts and minds of the US military men and women and their families who lived on the bases and tells their stories as well as those of the stories of Newfoundlanders affected by the military. While these revolve around the war years and shortly after, they are richly rewarding for the information they give that fills in the gaps of most history books. Most of the accounts are brought up to date and accompanied with recent photographs.

While the Americans related uplifting memories, some of the pre-war and war years stories by the Eastern Newfoundlanders were not so kind Brother Francis Foran tells us: "In the beginning, no one seemed to realize the disruption the Base (Argentia) construction was to cause in the lives of the seven or eight hundred people living in the area. Certainly no one was prepared for what eventually happened, and the least prepared of all was the Commission of Government...A general notice for evacuation had been issued. As the work crews approached the housing areas, the people were given second notice to evacuate. When an estimate was made of the value of the property, an offer was made to the family...The families were permitted to take moveable property. As soon as they left, their houses were bulldozed. The debris was loaded on a truck and taken to a dump site. Many of the houses and other buildings were burned to the ground." Brother Foran closes his story with "A few years ago, a lady conducting a bus tour of the North Side of Argentia told the touring group that the people who had lived in this area before 1940 had been adequately compensated for their property. Even if the statement were correct, there was no compensation for the mental anguish suffered, for the annihilation of a way of life, and for the labor and hardship of finding a new home." In a story submitted by Patrick O'Reilly, he relates a similar sentiment, "Four months after our home "on the pond head" at Argentia was taken, my father arranged to build a new house at Freshwater...Dad received a paltry sum of \$1200.00 for his 15 acres of land at Argentia. Altogether, my father was compensated only a fraction of the worth of his home, store, barns, miscellaneous buildings and his land. It sure did not cover the cost of relocating."

Mr. Cardoulis should be commended on the research and detail he has put into this book. Three chapters are devoted to the better life: *Love and Marriage*, *The USO in Newfoundland*, and *Big Bands of the 40's and 50's*.

By the fall of 1943, the US military had established and had in operation over fifty installations throughout Newfoundland and Labrador. The population of Newfoundland at this time was about a quarter of a million, of which a quarter of that were unmarried, young women. It was estimated by former Premiere Joey Smallwood, that by 1958 there were as many as 31,000 of these young women married to US servicemen. During the war years, great restrictions were placed on the enlisted men

in regards to marriage. These restrictions came in the form of Orders from the top, or as it was officially know: Section 11, War Department Circular 305 which stated "No military personnel of this command may marry without the prior approval of the Commanding General, Newfoundland Base Command. Approval will not be given to any personnel of this command, for marriage to a person who is not an American citizen." Many marriages were performed secretly or in the States after visas were issued. Restrictions remained in effect until six months after the war ended. It has been estimated that there are close to 100,000 descendants of these marriages. Some 'unions' did not always result in marriage and many a child is still wondering who her/his father is. *The USO in Newfoundland*, and *Big Bands of the 40's and 50's* are well documented, enormously entertaining and informative. I'll never forget the (original) Ink Spots being billeted at our house for the weekend they were at Harmon for a USO show or Bob Hope coming by. It's an era almost worth living over again and John Cardoulis has done that in these two books, documenting an unforgettable and important part of Canada's recent past.

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Zeidler, Ed. Interviews and correspondence.

Additional information for anyone doing historical research:

List of names of EHAFB airmen and families living at Ray's Trailer Park (aka Ray's Trailer Haven) on Queen Street in Stephenville, Newfoundland between 1956 and 1959. Boon, Sporlock, A1C Clarke, A1C Spangenhough, Bloomfield, M.Sgt. Paul, M.Sgt. Bevelle, Dovako, Doll, DeAngelis, Ernst, Graham, Adams, Peterson, Coomer, Robinson, McCorkin, Hood, Sgt. Allen, Cpt. Butls, Cpt. Thompson, Cpt. Bradshaw, Sgt. Todd, Sgt. Keeler, Lt. Ebb Higdon, S. Dollard, J.F. Peters, D. Ottman, R. Dennis, M. Luttrell, T. Bloominger, Sgt. Hartman, Cooper, Darg, J. Keith, R.K. Johnson, Bill Blake, Hayden, R. Zelch, J.P. Millard, B.E. Peter, Patton, Weatherpond, Bill Arrington, Flanagan, Louis Brooks, G.S. Gibson, B. Allred, George Mark, G.F. Stevens, O.N. Sample, Hertell, L.M. Parshall, Lloyd Munson, Claxton & Gay Ray. Drexal N. & Libby Mattox. J.E. Dawson, G.J. Tenant.